March - May 1968

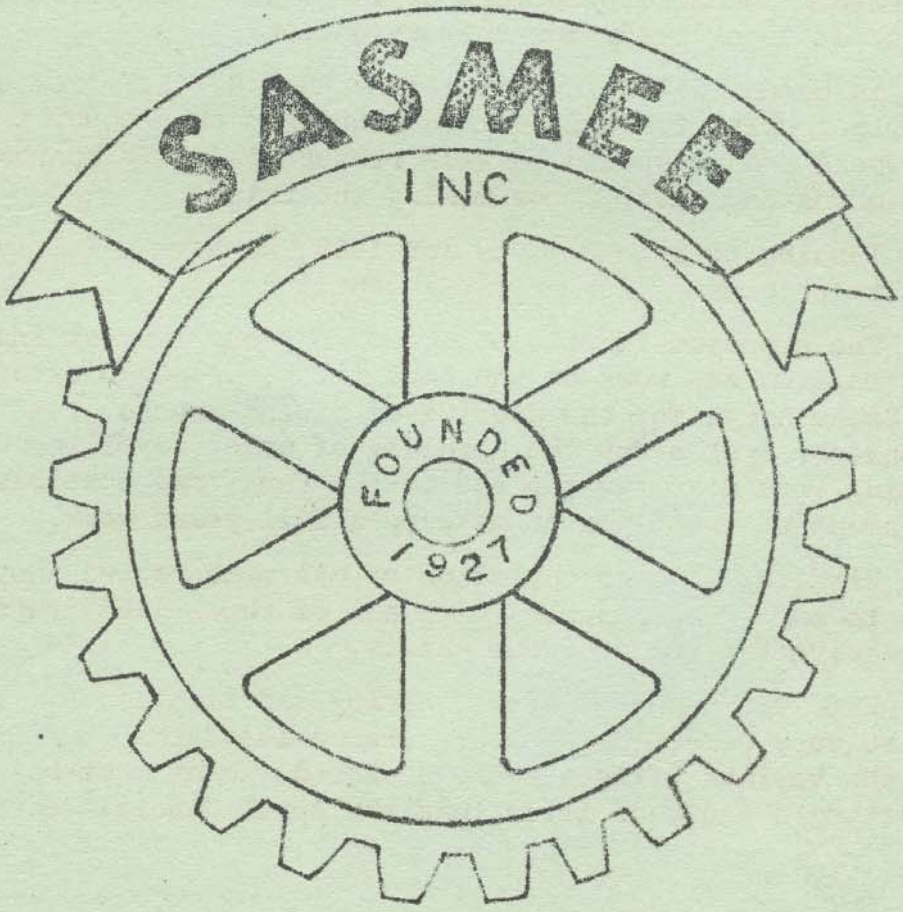
SASMEE

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



S.A.S.M.E.E. BULLETIN

Vol.7 No. 4. MARCH/MAY 1968.

EDITORIAL

With the Christmas festivities and holidays now but a rapidly fading memory, our thoughts are focussed on our activities for this year. Apart from our own plans for S.A.S.M.E.E., Moorabbin at Easter probably holds pride of place.

From various reports coming to hand it would appear that "The Steam Locomotive Society of Victoria" will have the major length of track ready for the Convention.

In commor with other Societies, S.A.S.M.E.E. Members are eagerly looking forward to this event and on a count taken a few weeks ago we should be well represented with approximately 18 members and their locos making the trip.

Turning to our projects for 1968, we have a fairly comprehensive programme of works to be carried out.

The proposed turntable is probably our largest individual job, maintenance work on the Loco track, proposed extensions to the Steam House for the storing of riding trucks, together with a conveyor system for the handling of same, levelling of our parking ground at the top end of the Park, and possibly realignment of the fence to make up a full years work.

With the full co-operation of all members, we should be able to make good progress with all of these jobs, thus further increasing the value of our assets.

With the Annual General Meeting and Election of Officers not so very far ahead, Members are reminded that nominations for the various Offices to be declared vacant must be in the Secretary's hands no later than the April General Meeting

EDITORIAL cont:

It is pleasing to note the Public attendance at our Monthly Field Days shows no sign of decreasing, and coupled to the number of new Locos soon to be running with their added attraction, could show an increase. Quite a large proportion of New Members are gained from this source, and with the completion of large 5" gauge engines in all of their fascinating aspects, we can expect still greater attendances.

An appeal is made to Members who do not actively take part on Field Days to assist in the control of the children who unthinkingly endanger themselves and the drivers be being in the wrong place at the wrong time. Your assistance will be appreciated.

QUARTERLY AGENDA

GENERAL MEETINGS 1968	2nd Tuesday each month at 8.00 p.m.
12th MARCH	Mr. Brian Sunter, Lecturer in Metallurgy at S.A. Institute of Technology will speak on Metals and their applications and uses.
9TH APRIL	Mr. H. Berger, Marine Engineer, will speak on this subject.
14TH MAY	Annual General Meeting & Election of Officers.
INTERMEDIATE MEETINGS	(Informal) 4th Tuesday each month at 8.00 p.m. 26th March, 23rd April 28th May.
WORKING BEES	1st Saturday each month at 2.00 p.m.
PUBLIC FIELD DAYS	3rd Saturday each month at 2.00 p.m. 16th March, 20th April, 18th May.

CANTEEN ROSTERS

GENERAL CLUE MEETINGS (Tuesday nights)

MARCH	APRIL	MAY
A. SYMES	J.MELL	M.MITCHELL
N. KERNICK	A.BRABHAM	R.SKEWES

RESERVES

A. SMALL	B. GREENSLADE	C.MILLER

"PLEASE REMEMBER THE MILK"

FIELD DAYS 3rd Saturday each month.

MARCH	APRIL	MAY
J. WELCH	L.T.MATTHEWS	J.THURMER
D. ALLEN	J. MELL	M.AMBLER

RESERVES

J. SPRY	D.IRVING	C.MILLER

"PLEASE REMEMBER TO BRING THE MILK"

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTERS, PLEASE PHONE SECRETARY - PH.79.5292, SO THAT A RESERVE CAN BE NOTIFIED IN TIME.

ROSTER FOR LOCKING UP ALL BUILDINGS & GATE

MARCH:	2nd	D. IRVING	APRIL:	20th	A. BRABHAM
	9th	N. KERNICK		27th	J. WELCH
	16th	O. THOMAS	MAY:	4th	D. IRVING
	23rd	B. BROWN		11th	N. KERNICK
	30th	T. ENGLAND		18th	O. THOMAS
APRIL:	6th	M. DUNKLEY		25th	B. BROWN
	13th		JUNE:	1st	T. ENGLAND

INTERSTATE NEWS:

SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY.

It is a matter of regret that the suggested publication to be called the "Australasian Model Engineering Guide, has to be abandoned, but as the Editor, Neil Campbell, in a letter points out, that the information gathered nearly 2 years ago would be out of date, and the high cost of production, they have no option but to drop the scheme.

VICTORIAN MINIATURE STEAM LOCOMOTIVE SOCIETY.

Instructions for cutting square threads, plus diagrams illustrating tool angles, etc., provide useful information for the guidance of the newcomer to lathe work. The article was supplied by Arthur Sweatman.

Reference is also made to Eddington, and of S.A.S.M.E.E. Members attending.

There is also a mention of coming to S.A.S.M.E.E. for a visit. We would be pleased to welcome you.

THE STEAM LOCOMOTIVE SOCIETY OF VICTORIA

The above is the new name of the Surry Hills Steam Locomotive Society, as advised in their January 1968 Big Wheel News.

A letter from David Hemphill advises that he has resigned as Secretary, and that David Smith has taken over that Office.

Every effort is being made to have Moorabbin track ready for Easter.

EDDINGTON.

Dudley Smith's grand-daughter wrote a nice letter to J. Wakefield thanking him for a Certificate of Merit for her driving ability, and says that she hopes to visit S.A.S.M.E.E. one day, and no doubt she will be allowed to try her skill on our track.

S.A.S.M.E.E. NEWS.

A successful Barbecue was held after the running on December Field Day. With tea over, "Uncle" entertained us with his famous puppet, and kept small fry and the rest of us in laughter for half an hour. Owing to another engagement he was obliged to leave early. The rest of the evening was spent with a film show by Tom England with films lent by his Company. Charles Hill kindly supplied the projector.

It was nice to see Member Bob Smith at the January meeting.

S.A.S.M.E.E. NEWS cont.

Recently I tried to get the St. Johns Ambulance Society to give a talk at the General Meeting, but for very good reasons they are unable to do so, but mentioned that any Member desirous of gaining First Aid knowledge should contact Mr. Hambling, PH.46.1616, South Road, Hindmarsh, where instruction is given. No fee is charged.

I notice that Keith Bradford has successfully constructed a duplex feed pump to "Firefly". Perhaps we can persuade him to give a talk on it one evening.

A few weeks ago, Henry Peaver gave his recently completed "King John" its maiden run, with excellent results. His magnificent model poses the question. "What have you got on the drawing board now Harry?".

Gordon Edyvean advises that he has Stainless Steel available in the following sizes, and grades in Rod Form.

½" 18-8 and 5/16" 303

Junior Member Allan Wallace wishes to hire an Oxy. Acet. set to complete his boiler. Can anybody oblige?

Please contact: A.K. Wallace,
140, Glynburn Road, Tranmere.
Ph. 37.1205

S.A.S.M.E.E. NEWS cont.

Member Ian Clark has for sale:

LATHE in good condition, mounted on bench with motor, 4 stage Vee pulley drive, 4 Jaw Burnerd Chuck, 4 3/4" dia. almost new. ; Faceplate 5 5/8" dia., 13" between centres. Hollow headstock mandrel with No. 2 morse taper also tail-stock No.2 taper. Slotted cross slide with compound slide and 4 way tool post. Double bar bed.

PRICE: $140.00 or offer Ph. 53.6537

WELCOME TO NEW MEMBERS

We take pleasure in welcoming new members:

Stephen Stockdale-Hall, interested in Locomotives.
Edward Halse, " " "
Ian Clark, " " "
Bert Kirby, " " all branches.

We wish you many happy hours of Modelling, and invite you to join in all of our activities.

Members in arrears with their Annual Subscription are requested to rectify their oversight.

L.B.S.C.

The passing of L.B.S.C. leaves a gap in model Engineering, particularly where Steam Locomotives are concerned, that will be difficult to bridge. Rising from the position as Fireman in his beloved railways he attained a world wide reputation in the construction of Model Railway engines. His simple straightforward method of outlining the way to go about the job has made it easy for thousands of Hobbyists all over the world

L.B.S.C. cont:

to build and run a successful Steam Locomotive.

Whilst others have followed in his footsteps and will carry on his work and no doubt will become a household word among our fraternity, L.B.S.C. will never be forgotten for introducing thousands of enthusiasts to what I humbly consider the greatest hobby of all.

The following is taken from the 1959 programme of the Melbourne Society of Model & Experimental Engineers. Bert Kirby is the author, and I am indebted to him for drawing my attention to it.

MODEL ENGINEERING is far from a senseless hobby - just the opposite; it is practical, educational and carries with it the prestige and dignity of a specialized science, and it has long been recognised for its great value in Occupational Therapy. Its scope and its ramifications are unlimited. The giant four cylinder locomotive is reproduced in miniature complete in every detail, from Walschaert valve gear to throttle; an ocean liner is modelled and provided with miniature steam driven engines; a model speed boat is constructed and coaxed into travelling at 40, 50 or 60 m.p.h., a four cylinder petrol engine is built with a four throw crankshaft turned out of a solid piece of steel. This cannot exactly be called toy making. The expression is inadequate and does not carry with it the full meaning of the work. It is really model engineering - engineering in miniature. The construction of a model locomotive involves no small amount of work and knowledge. Its constructior must know something of steam engineering, he must be able to read drawings to enable him to produce his model to scale from a drawing of its prototype. Apart from this he must be able to

use engineering tools with no mean ability. He must possess infinite patience and resourcefulness. Of course, not every model engineer can build a locomotive; more simple projects are usually chosen to start with.

This is where the real value of model engineering presents itself; and its educational value becomes manifest. The man who has built a miniature locomotive, ship or engine has increased his own knowledge to a great extent, the experience has made him a better mechanic. In many cases the fundamental principles of operations must be mastered before the model is made. For instance, if one decides to make a model of a petrol engine, unless already acquainted with its principles of operation, he must study them until he becomes sufficiently acquainted with them to proceed intelligently with the design and construction of the necessary parts.

The engine must be carefully laid out and a drawing made to scale measurements, its bore and stroke and whether 2 or 4 stroke must be decided upon. After the design is drawn, the patterns for its castings must be made; from these patterns castings are obtained, then machining is begun. Precision and accuracy are essential for a smooth working engine, and the lathe must be used with some skill. The engine is finished and assembled. What has the builder accomplished? He is perfectly satisfied to watch it run on the workshop bench, but aside from this the love of his hobby has taught him much of practical values. During two world wars the thousands of model engineers in England have been of wonderful value to their country through the knowledge they obtained from building their various models.

A man spends many hours - days, weeks and even years - working on a model of a certain machine. Upon completion it represents something to him very remote from money. It is not made for money, and therefore its value is not estimated in money. His eyes never tire of it, he actually loves it. He is merely an ordinary person possessed of some peculiar instinct

that makes him love a miniature creation of his own hands. All this is largely to indicate the fact that a model engineer is not necessarily an immature youth or a man with childish notions, but that model engineering is a science rather than a senseless hobby.

In England and America model engineering carries with it a different meaning than it does at the present time in Australia. There has been a tendency in this country to associate it with toy making, and no comparison could be more humiliating to the ardent follower of the work than this; it is utterly unjustified and the impression remains more because the public has not been educated to the true meaning of the science, a category in which it rightfully has a place. If this article helps to create interest in model engineering, the greatest wishes of those responsible for its inception in Victoria will be realised.

EDITED BY CLARY BURDEN, Hon Sec.

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